(i) Annual Mixed land charges

(ii) One time registration charges

(iii) Special conversion charges (in commercial streets)

(iv) One time cost of development of parking (not applicable in respect of pedestrian Shopping street.

The amount so received is to be kept by MCD in a separate escrow account, to be used for augmentation of infrastructure in and around the area.

The Delhi Jal Board (DJB) has stated that the increased commercial requirement of water is proposed to be met partly from DJB's network and partly by commercial organizations by recycling the wate water and rain water harvesting.

Implementation of Master Plan 2021

402. SHRI TARIQ ANWAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that Master Plan 2021 has been initiated;

(b) if so, how much time it would take for actual implementation; and

(c) whether Government have done necessary homework for Delhi's basic future needs?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Master Plan for Delhi with the perspective for the year 2021 (MPD 2021) was notified on 7th February, 2007, by the Central Government. The Plan is to be implemented in three phases upto 2021.

(c) Yes, Sir.

National Urban Transport Policy

403. SHRI DARA SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government propose to bring forward any National Urban Trasport Policy;

(b) if so, the salient featurs of the new policy;

(c) whether the State Governments are being consulted in this regard;

(d) if so, the suggestions given by them; and

(e) by when the new policy is likely to be formulated/implemented by Government?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) A National Urban Transport Policy (NUTP) has been approved by the Government in April,2006. It, *interalia,* seeks to promote integrated land use and transport planning, greater use of public transport and non-motorized modes of travel, use of cleaner technologies. It offers Central Government's financial support for investments in public transport, infrastructure for greater use of non-motorized modes, as well as in the construction of parking facilities, including demonstrative pilot projects. It encourages capacity building at institutional and individual level, innovative financing mechanisms, institutional coordination, association of the private sector and need for public awareness and cooperation.

(c) and (d) The draft Policy was circulated to all the State Governments and also presented at a conference of Chief Ministers held on 29th June, 2005. While there was overwhelming support for the policy at this conference, some of the significant suggestions made were:—

(i) Reduction of the minimum population threshold for Central Government's financial support towards mass transit systems.

(ii) Review of the Motor Vehicles Act taking into account the specific requirements of city transport.

(iii) Accommodating the specific requirements of cities in hill States.

(iv) Creating awareness through educational programmes on the problems of Urban Transport at the school level.

(v) Encouraging all possible modes of transport, including waterways and ropeways.

(e) Implementation of such a policy is an ongoing process to be undertaken by the State Governments as this is a State subject.